
CHATTERIS

Inset Proposals Map No. 2a and 2b

1. INTRODUCTION

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

2. LOCATION

- 2.1. Chatteris lies in the south of the District and is situated at the junction of the A141 between Huntingdon and March and the A142 to Ely. Chatteris is approximately seven miles south of March, thirteen miles from Huntingdon and thirteen miles from Ely.

3. HISTORY

- 3.1. Chatteris stands on an island of higher ground surrounded by peat fen which is one of the richest agricultural areas in England. The intensive arable farming is based on the immensely fertile black fen soil which was brought under cultivation progressively over the centuries by drainage schemes of which the most notable and spectacular are the Old and New Hundred Foot Rivers. These were constructed by the Dutch Engineer, Cornelius Vermuyden in the mid 17th century.
- 3.2. The growth of Chatteris has primarily been related to local agriculture, especially the production of root crops, and in more recent times to agricultural related industries, in particular processing and packing. However with the implementation of the Fen Link Roads programme, Chatteris is now accessible to wider areas of employment and is experiencing different pressures for growth from those who work in Cambridge and the Ouse Valley corridor.
- 3.3. The oldest surviving buildings in the town are principally on the High Street/Market Hill area with the Church of St. Peter and St. Paul dating from the 14th century.

4. POPULATION

- 4.1. The Parish population rose gradually from 6230 in 1981 to 6330 in 1986. Between 1986 and 1989 it increased to 7100. The substantial increase in population in the last three years reflects the scale of new house building and resultant in-migration.
- 4.2. In mid 1990 the housing stock numbered some 3170 dwellings.

5. SERVICES AND FACILITIES

Shopping

- 5.1. Chatteris' retail function is that of a district shopping centre, providing mainly for day to day shopping needs. The existing shopping areas are in the High Street, Market Hill, Park Street and part of West Park Street. It has only one small supermarket.

Community Facilities

- 5.2. Chatteris is reasonably well served with community facilities.

- 5.3. Grove House on the High Street presently houses Fenland District Council's area office, the Town Council's meeting room and a small museum. There is a library in a temporary building. The small privately operated swimming pool has recently re-opened following extensive maintenance. Local doctors have expressed a need to relocate to more suitable premises, where they can offer a greater range of services to the community.
- 5.4. To the south of the town, on the A142, is the Mepal Outdoor Recreation Centre, consisting of some 8 hectares of water, where visitors can sail, canoe, sailboard and picnic.

Education

- 5.5. There is one infant, one junior and one senior school in Chatteris. The capacity and rolls of the schools as at January 1990 are as follows.

School	Existing Roll (pupils)	Permanent Capacity	Temporary Capacity
Burnsfield Infants	263	210	90
King Edward Junior	307	300	60
Cromwell Community College	606	591	107

- 5.6. Community Education is provided at Cromwell Community College and at the County Council's former school buildings at King Edward Road and Huntingdon Road, for a variety of community uses, catering for all age groups.
- 5.7. The County Council has indicated that there is a need for additional school provision in Chatteris both at the junior and senior levels.

Drainage

- 5.8. Chatteris has faced a complex combination of drainage problems in recent years.
- 5.9. The inadequate capacity in the foul sewers, and the risk of storm over-flow pollution and flooding, has led the drainage authorities to object to further development in the town over recent years.
- 5.10. This problem is compounded by the fact that the sewage treatment works is now overcommitted due to the very high level of planning permissions and that further permissions are seen as premature pending improvement works.
- 5.11. A scheme for upgrading the sewerage system is currently in Anglian Water's capital programme for 1992-93. This will include closing the storm overflows and enlarging downstream sewers. This will prevent the pollution of dykes through storm overflow. The improvements are programmed to be completed in February 1993. Once complete the National Rivers Authority will no longer object to further development where proposed development is drained into the improved system.
- 5.12. Although Anglian Water receive standard infrastructure charges which the Water Industry Act provides for, they advise that this does not remove the possible problem of inadequate sewage treatment works capacity should all the Local Plan allocations be taken up. However, they have no plans for further improvements to Chatteris Sewage Treatment Works at the present time but will review its performance as and when allocated development proceeds.

Water Supply

- 5.13. Anglian Water has indicated that development on very large sites (200-250 dwellings) will need to be phased to coincide with proposals to up grade the water supply system planned for the mid 1990s. Developers with a significant water usage proposal are advised to contact Anglian Water Services to discuss their requirements at an early stage.

6. KEY FEATURES OF FORM AND CHARACTER

- 6.1. The town has benefited from the Fen Link Roads programme which has resulted in the construction of two bypasses, one to the west and one to the east of the town. The western bypass follows the line of the former Somersham to March railway line from Huntingdon Road to the north of the town. The eastern bypass skirts around the eastern side of the town from Wenny Road to the north of the town across agricultural land. The two bypasses come together at the Doddington Road roundabout north of the town.
- 6.2. Within the bypasses the historic road pattern follows a north-south and east-west axis, focussed on the High Street/Market Hill/Park Street area. This area is within the Chatteris Conservation Area which was designated in April 1975 and substantially extended in October 1979.
- 6.3. The residential growth of the town has been mainly to the east and south of the central axis referred to above, although recent housing development has been largely to the north west and north east of the town.
- 6.4. The main industrial and commercial development has been to the west of the town between The Gault and the western bypass (where Honeysome Industrial Estate and Stainless Metalcraft are located) and to the north of the town (where the Dock Road Industrial Estate and Whitworths Produce Limited are located). There is also a number of businesses in the built-up area of the town which are unsuitably sited near residential property.
- 6.5. The older part of the town, in particular the Market Hill and High Street areas, have suffered in the past from lack of investment and from the impact of through traffic resulting in a rundown appearance. However, with the introduction of a weight limit zone following the opening of the eastern bypass, there is now a unique opportunity to upgrade the environment of this central corridor.

7. DEVELOPMENT ISSUES

Housing

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

		Dwellings
a)	Dwellings built mid-1986 to mid-1990	
	Large sites	395
	Small sites	93
	Total	488
b)	Average building rate over above period	122 per year
c)	Planning Permissions (see Appendix 1)	
	Large sites	794
	Small sites	79
	Total	873 say 880

- 7.2. In relation to the Structure Plan requirement of 1050 dwellings on large sites, after excluding recent completions (395) and current planning approvals (794) there is already more than sufficient housing provision.

Industry

- 7.3. On 1st July 1990 land was available with planning permission for industrial development on several sites, all in the north of the town as follows:

	Hectares	(Acres)
North of Honeysome Road	1.6	(4.0)
West of Doddington Road	4.0	(9.9)
West of Dock Road	5.2	(12.8)
North of Bridge Street *	0.5	(1.2)
East of Dock Road	5.3	(13.0)
West of Doddington Road	10.9	(26.9)
North of Shortnightlayers Drove	0.5	(1.2)
Totals	28.0	(69.0)

* This site also has approval for A1 retail use.

- 7.4. The above sites, offer a wide choice of sites in terms of size and location. They have good access and are well segregated from the main areas of residential development. The largest single area identified for employment purposes lies to the west of Doddington Road. This has the benefit of outline planning permission for B1, B2 and B8 uses subject to general landscaping conditions, and a legal agreement about off-site drainage works. The area is adjoined by housing and particular care will be needed to safeguard the amenities of adjoining residents by the inclusion of landscaped buffer zones adjacent to existing houses and appropriate landscape treatment along the frontage, to be included in a development brief in accordance with Policy IMP3.

Recreation

- 7.5. There is a deficiency in the provision of land for public open space/ recreation purposes in the north of the town.
- 7.6. There are also relatively few 'green' areas for walking and informal recreation and whilst it is now virtually impossible to rectify this position on the western side of town, it is desirable to incorporate such walks in the proposed housing developments on the eastern side of the town and within the buffer zones around the bypass network and the industrial estates.
- 7.7. The issue of swimming pool provision in Chatteris is discussed in Part One of the Local Plan (paragraphs 5.22 and 5.47). In summary, the Empress Pool has been re-opened but consideration is being given to a replacement swimming pool at the present time.
- 7.8. In relation to golf course provision, planning permission has been given for an 18 hole and 9 hole golf course at Tithe and Wood Farm, Stocking Drove, Chatteris. This proposal accords with the strategy for golf course provision set out in Part One of the Local Plan (paragraph 5.50).

Transportation

- 7.9. With the construction of the eastern bypass, the town centre has been relieved of a high proportion of through traffic. However, this has resulted in an increase in traffic speeds within the central area and increased potential pedestrian/vehicular conflict. The County Council, as Highway Authority, has identified this problem as a high priority and is carrying out an experimental traffic calming scheme in 1991-92 in association with Fenland District Council.
- 7.10. There is an identified vehicular access problem relating to Burnsfield and King Edward schools. To some extent this problem will be relieved by the new development taking place off Ash Grove. The Town Council, however, requests that special consideration is given to any possible residential development of the County Council's land off Station Street, including the highway depot, to ensure that a further means of vehicular access is achieved.
- 7.11. The Town Council is also concerned about heavy goods vehicles in residential streets and have requested that an area is designated for a lorry park and small haulage businesses.

Education

- 7.12 The County Council has stated that there is a need for additional school provision. It is seeking a two-form entry infant/junior school site in the northern part of the town and a further one-form entry school site in the south of the town. With regard to senior school provision an extension for a further one form entry at Cromwell Community College is programmed to start in 1991.

Community Facilities

- 7.13 A new civic building incorporating a new County Library and a new District Council Area Office has recently been completed. This is located on the frontage of the High Street car park which has recently been extended.

Town Centre

- 7.14 Three further issues which need to be considered are the adequacy of car parking provision, the need to improve retailing provision and the need to upgrade the environment of the central area.
- 7.15 Approval has recently been given in principle to a new row of shop units on the garage/library site at High Street/New Road corner.

8. DEVELOPMENT STRATEGY

- 8.1 The main elements of the development strategy for Chatteris are substantially those contained in the 1989 Town Plan. The latter provides a range and choice of housing sites in a variety of locations throughout the town, but with the main allocations in the east and south of the town.
- 8.2 New industrial development is to be concentrated in the north of the town, closely related to the two bypasses.
- 8.3 It is also intended to make provision for new public open space in the north-east and a new primary school in the east of the town to overcome existing shortfalls and deficiencies and also to make provision for a further school site in the south of the town.

9. PROPOSALS

Housing

CH/H1 IT IS PROPOSED TO MAKE PROVISION FOR 1270 DWELLINGS IN CHATTERIS. THESE SITES, WHICH COMPRISE EXISTING PERMISSIONS AND ALLOCATIONS, ARE SHOWN ON THE INSET PROPOSALS MAP. THE PRINCIPAL ALLOCATIONS ARE:

	HECTARES	(ACRES)
EAST OF HIGH STREET *	2.4	(5.9)
SOUTH OF NEW ROAD *	6.5	(16.1)
WEST OF WENNY ROAD *	4.0	(9.9)
NORTH OF NEW ROAD *	1.6	(3.95)
HORSEGATE GARDENS	0.4	(1.0)
NORTH OF NEW ROAD	0.83	(2.05)
TOTALS	15.73	(38.9)

- 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 existing land with planning permission for some 880 dwellings (both large and small sites) and new allocations with an estimated capacity of 390 dwellings (15.7 hectares at 25 dwellings per hectare). In considering additional sites for housing priority has been given to sites well located to the urban framework of Chatteris, most of which are subject to current development proposals.
- 9.3. The proposed Town Development Area Boundary for Chatteris is shown on the Inset Proposals Map and covered by Policy H3 in Part One of the Local Plan. Infilling will normally be allowed within the Development Area Boundary, subject to compliance with other provisions of the Plan, and development will not normally be allowed outside the Development Area Boundary unless exceptional circumstances pertain.

Employment

CH/EMP1 IT IS PROPOSED TO ALLOCATE 29.2HA (72.0 ACRES) OF LAND FOR BUSINESS, GENERAL INDUSTRY, STORAGE AND DISTRIBUTION PURPOSES. THESE SITES, WHICH COMPRISE OF EXISTING PERMISSIONS AND ALLOCATIONS, ARE SHOWN ON THE INSET PROPOSALS MAP. THE PRINCIPAL ALLOCATION IS:

	HECTARES	(ACRES)
NORTH OF HONEYSOME INDUSTRIAL ESTATE	1.2	(3.0)

- 9.4. The site north of Honeysome Industrial Estate lies to the north of the area of land which already has an industrial approval. The site can only be accessed from the land to the south.
- 9.5. It is the Local Planning Authority's intention to seek the relocation of those businesses in the built-up area of town, which are potential nuisances to the amenity of nearby residential property, to the industrial sites already allocated.

Shopping

CH/S1 THE CENTRAL COMMERCIAL AREA IS DEFINED ON THE INSET PROPOSALS MAP FOR CHATTERIS.

- 9.6. Within the town centre, as defined on the Inset Proposals Map No. 2 shopping policies S1, S2, and S3 will apply.
- 9.7. New retail development will be supported in the context of the shopping policies in Part One of the Local Plan. The western side of the High Street has considerable potential for the creation of a shopping mews, linking through to Railway Lane, with rear service being provided from Railway Lane.

Recreation

CH/R1 IT IS PROPOSED TO ALLOCATE 1.5HA (3.7 ACRES) FOR PUBLIC OPEN SPACE ON LAND EAST OF THE HIGH STREET.

- 9.8. This area of land is required to both overcome the existing shortage of public open space on the north side of Chatteris and to meet the requirements of the substantial areas of new residential development that is proposed on the north east side of the Town.
- 9.9. The site chosen is in a central location, being the highest part of the meadow area and containing the most interesting features of the meadow, namely the ridge and furrow headlands and the hawthorn hedges on the northern and eastern sides.

- 9.10. With regard to implementation, the site is being provided in association with the adjacent private sector housing development, in accordance with the Council's policy for open space provision, referred to in Part One of the Local Plan.

CH/R2 IT IS PROPOSED TO ALLOCATE 6.0HA (15.0 ACRES) FOR A LINEAR "POCKET PARK" ON LAND WEST OF THE FORMER RAILWAY LINE.

- 9.11. It is proposed to make provision for a linear "pocket" park on land which is bounded by Fenton Lode (or Twenty Foot Drain) and the existing Chatteris to Somersham footpath link. The latter follows the route of the former railway line. The Town Council owns the adjacent former railway line and propose to acquire this additional land in order to carry out the implementation of the scheme.
- 9.12. In conjunction with the Town and County Councils, provision of a footpath network will be sought within land enclosed by the A142 bypass to the east of the town with appropriate links to the existing residential areas.

Transportation

- 9.13. Protected Access Points (TR9) have been identified west and east of London Road to safeguard land for one possible route for a southern bypass in accordance with Policy TR9 to ensure that 'exceptional' development does not prejudice this possible route. No commitment to potential development should be inferred from this designation; nor should it be assumed that other routes will not be considered and compared.
- 9.14. With regard to the provision of a lorry park, it is considered that the land west of Doddington Road, allocated for industry (at the rear of the Transport Cafe), would be suitable for a lorry park. However, it will be up to the private sector to provide such a facility.

Education

CH/CF1 IT IS PROPOSED TO ALLOCATE 1.6HA (4.0 ACRES) FOR A TWO FORM ENTRY PRIMARY SCHOOL IN THE EAST OF CHATTERIS ON LAND SOUTH OF NEW ROAD.

IT IS ALSO PROPOSED TO ALLOCATE A 1.2HA (3.0 ACRES) SITE FOR A ONE FORM ENTRY SCHOOL ON LAND SOUTH OF THE CROMWELL COMMUNITY COLLEGE PLAYING FIELDS.

- 9.15. There is already a proven need for additional primary school provision and with the proposed scale of new development, the Local Education Authority has indicated that a two form entry school on land south of New Road and a further one form entry school in the south of the town would best meet their requirements. A first phase one form entry primary school is included in the Medium Term Plan for a start in 1993 with a proposed opening in September 1994.
- 9.16. Reference has already been made above to the provision in the Medium Term Plan for a further one-form entry at the Cromwell Community College starting in 1991.

Community Facilities

CH/CF2 IT IS PROPOSED TO ALLOCATE LAND FOR A NEW CIVIC BUILDING ON LAND EAST OF THE HIGH STREET

- 9.17. A new civic building has recently been completed on the frontage of the existing High Street car park. A new access road and replacement car parks have recently been implemented.

Environment

- 9.18. It is proposed to establish a Chatteris Town Scheme from April 1991, similar to the Wisbech Town Scheme, to assist the retention and restoration of Chatteris' architectural heritage. This will be a jointly funded scheme by English Heritage, Cambridgeshire County Council and Fenland District Council.
- 9.19. The opening of the eastern bypass and the introduction of a weight limit zone has created an opportunity to carry out an environmental improvement scheme in the central area of Chatteris. An experimental traffic calming scheme is to be implemented in 1991 for an eighteen month period.
- 9.20. If the experimental traffic calming scheme is successful, the District Council, in consultation with the County Council, will prepare a permanent environmental improvement scheme subject to financial resources being available. This will result in significant improvements to the town centre both in terms of hard and soft landscaping, traffic calming measures and making better use of existing on-street car parking provision.
- 9.21. The rapid growth of the town has, in part, resulted in a harsh and abrupt edge between the town and the open countryside. This can be ameliorated by the planting of new hedgerows and landscaping buffer zones composed of native woodland species to screen existing development and in association with new development.

APPENDIX 1

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

Location	Dwellings
High Street (between 13A and 15)	14
Fairway	150
High Street (rear of 49)	15 (flats)
Station Street/Clare Street	30
Huntingdon Road (rear of 10)	14
Ash Grove/Whaley's Yard	91
New Road (North)	74
Bridge Street (rear of 36)	79
Between 7 and 8 Dock Road	20
Dock Road/High Street	14
New Road (rear of 118-122)	24
11 Railway Lane	11 (flats)
St Martin's Road	48
Southampton Place/London Road	10
Total	794 (including 26 flats)

