
WHITTLESEY

Inset Proposals Map No. 26a and 26b

1. INTRODUCTION

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

2. LOCATION

- 2.1. Whittlesey lies in the west of the District and is situated on the A605 about five miles from the centre of Peterborough, twelve miles from March and fifteen miles from Wisbech. British Rail's main line between Norwich and Birmingham, runs to the south of the town. This line provides connections to the main east coast Edinburgh to London services at Peterborough. To the north of the town is the Nene Washes Site of Special Scientific Interest (SSSI).

3. HISTORY

- 3.1. Whittlesey was built on comparatively dry land before the fens of the Bedford level were drained. The oldest buildings, in and around the Market Square, date from the 17th century but the churches are based on earlier buildings. The Buttercross, one of the most elegant buildings in the town, dates from 1680 and is protected under the Ancient Monuments Act.
- 3.2. Until the great expansion of brick making in the 20th century, the growth of Whittlesey depended on local agriculture, acting as market place and general service centre. Market gardening expanded when the railway came and several large acres of greenhouses still exist in the town, although some of these are now subject to redevelopment proposals.

4. POPULATION

- 4.1. The Parish population rose from 11,900 in 1981 to 12,580 in 1986. Between 1986 and 1989 it rose further to 13,680. In 1989 the population of Whittlesey town itself was approximately 10,640.
- 4.2. In mid 1990 the town's housing stock numbered some 4390 dwellings.

5. SERVICES AND FACILITIES**Shopping**

- 5.1. Whittlesey's retail function is that of a district shopping centre dealing primarily in food and other convenience goods with some limited comparison shopping. The latter is mainly to be found on the outskirts of the town on the Station Road Industrial Estate where there is a collection of retail warehouses.

Community Facilities

- 5.2. In the town centre there is a library, Fenland District Council area office, Parish Council rooms and Museum, Police Station, clinics, and Manor Leisure Centre including swimming pool. There are also facilities for water sports at Lattersley Lake and Gildenburgh Water to the east of the town.

Education

- 5.3. There are three primary/junior schools and one senior school in Whittlesey. The capacity and rolls of the schools as at January 1990 were as follows:

School	Existing Roll (Pupils)	Permanent Capacity	Temporary Capacity
Alderman Jacobs CP	532	450	150
Park Lane CP	278	270	30
New Road CP	188	210	
Sir Harry Smith Community College	759	900	

- 5.4. Community Education is provided at Sir Harry Smith Community College, catering for all age groups.
- 5.5. The Education Authority considers there is a need for a new 210 place primary school in the north/north east of Whittlesey to relieve the existing overcrowding and to accommodate the children from the existing and proposed new housing development in this part of Whittlesey.

Drainage

- 5.6. The sewage treatment works at Whittlesey also serves Coates and Eastrea. The treatment works is operating near to capacity and due to the high level of existing planning commitments, Anglian Water considers development of further sites premature, pending completion of improvement works which are programmed to start in October 1993 with completion in March 1995.
- 5.7. Ashline Terminal Pumping Station will require up-grading to accommodate flows arising from significant new development above existing commitments. Also, there are capacity problems in the existing sewerage system in the south-western part of the town.

6. KEY FEATURES OF FORM AND CHARACTER

- 6.1. The town is sandwiched between the Nene Wash flood plains to the north and Briggate River/Whittlesey Dyke to the south. There are major clay pits to the west which currently supply the brick making industry and former clay pits to the south east. The latter now comprise Gildenburgh Water and Lattersey Lake referred to above and Lattersey Nature Reserve which is a local nature reserve of county wide importance.
- 6.2. The historic core of the town was designated as a Conservation Area in February 1972. The area was enlarged in November 1982.
- 6.3. The residential growth of the town has generally been to the west, north and east of the historic core with development to the south west and south being constrained by the clay pits and Briggate River. Recent housing development has taken place on a number of infill sites and nursery sites within the older parts of the town and to a larger extent on open land to the north between the built up area and the Nene Wash flood plains. There are still large areas of open land in this location which were allocated for residential development in the previous planning documents for Whittlesey, namely the "Whittlesey Town Map No. 2 1968" and the "Whittlesey Interim Residential Proposals - April 1981".
- 6.4. The main industrial and commercial development has been to the south east of the town across the railway line in the Station Road area. Accessibility to this area is poor with no convenient way of avoiding the town centre or quiet residential streets. The other area with some concentration of industrial and commercial uses is on the western side of Whittlesey on the A605 with McCains and London Brick Company being the principal employment activities.
- 6.5. The A605 traverses the town in an east - west direction. It carries approximately 11000 vehicles per day rising to 15000 vehicles per day near Stanground with a significant proportion of heavy goods vehicles.

7. DEVELOPMENT ISSUES

- 7.1. The major factors which influence the development strategy for Whittlesey are the locational and physical constraints outlined above, Structure Plan policy guidelines for future residential growth as outlined in Part One of the Local Plan, and the existing level of commitments.

Housing

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

	Dwellings
a) Dwellings built mid 1986 - mid 1990	
large sites	433
small sites	115
Total	548
b) Average building rate over above period	137 per year
Planning permissions (See Appendix 3)	
large sites	530
small sites	122
Total	652 say 650

- 7.3. In relation to the Structure Plan requirement of 1800 dwellings on large sites, after excluding recent completions (430) and current planning approvals (530) this would leave a requirement to identify sites for a further 840 dwellings.

Industry

- 7.4. With regard to land for industrial and commercial uses, on the 1st July 1990 land was available with planning approval for several sites mainly in the south east of the town. The principal sites are:

	Hectares	(Acres)
Station Road	0.28	(0.7)
Lattersey Field, Benwick Road	8.1	(20.0)
Station Road	4.2	(10.3)
Station Road	1.2	(3.0)
Kings Dyke, Funthams Lane	4.1	(10.1)
Total	17.9	(44.1)

- 7.5. The above sites offer a limited choice in terms of location and none is serviced and readily available for development.
- 7.6. The London Brick Company's land holdings on the west side of Whittlesey extend over a considerable area. Much of this land is under-utilised and is no longer required for operational purposes. It is considered that some of this land has potential for reuse and restoration for a variety of industrial type uses subject to satisfactory vehicular access being provided.

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- 7.7. It would also be desirable to secure a major environmental enhancement of this largely derelict area which is on the western approach to Whittlesey from Peterborough.
- 7.8. The London Brick Company has submitted a planning application for a new brick works to be located in the disused clay pit between their existing works and Funthams Lane. The proposal is presently being considered by the County Council who will determine the application as it relates to development which is a 'County matter'.

Recreation

- 7.9. Overall there is currently a shortfall of open space and recreational areas, particularly children's play areas, with a shortfall of 6.0ha (15.0 acres). There is also a locational imbalance in all types of provision. There is a shortage in the north of the town in particular, as identified in Part One of the Local Plan (paragraph 5.12), which could be redressed with the provision of new areas of open space in association with new housing development.
- 7.10. To the east of Whittlesey, is Gildenburgh Water, which accommodates a number of leisure and commercial uses. It is used primarily as a water sports centre, one of only three nationally recognised inland deep water diving centres. It has been suggested that the deep water diving centre could provide the catalyst for the comprehensive redevelopment of Gildenburgh Water into a leisure/recreational complex.

Transportation

- 7.11. One of the long standing issues in Whittlesey is the question of the need for a bypass, for which there is strong pressure from the Parish Council. The County Council, as Highway Authority, does not consider there is sufficient justification in highway terms for a bypass, although it does accept that traffic conditions are not ideal, giving rise to considerable loss of amenity and congestion at peak times, particularly at Kings Dyke railway level crossing. The increased volume of traffic and an increase in accident levels, particularly on the west side of Whittlesey, have prompted the Highway Authority to undertake a study into the need for improvements to the A605 between Stanground and Coates.
- 7.12. This study was largely carried out in 1990 with the result that the Highway Authority's priority for improvements would be concentrated on upgrading the A605 between Whittlesey and Peterborough. In June 1991 the Highway Authority approved the preferred route for the upgrading of the A605 between Whittlesey and Fletton parkway, Peterborough. This road, which is known as the 'Green Route' bypasses Stanground to the south and continues parallel to the existing A605 south of Horsey Hill, keeping well clear of the Ancient Monument. It bridges over Kings Dyke and then bridges over the railway line to the east of the Kings Dyke level crossing, before rejoining the A605. The new route will be designed as a single carriageway but allow for upgrading to dual carriageway at a later date.
- 7.13. The Highway Authority also recommends that any new housing development in the north and north east of the town incorporate a new road linking East Delph and Eastrea Road, and that it should be developer funded.

Town Centre

- 7.14. In the town centre, retailing, car parking and environmental improvements are important issues and will need to be the subject of further study.

Environment

- 7.15. The Nene Wash flood plains to the north of the town are of international importance for bird life and part of the flood plains have been designated a Site of Special Scientific Interest (SSSI). Bassenhally Pit to the north east of the town is also an SSSI. Reference has already been made, in Part One of the Local Plan, to the importance of these areas in terms of nature conservation (paragraph 11.26).

7.16. With regard to the existing Lattersey Nature Reserve, negotiations have been proceeding with an adjacent private owner to extend the nature reserve on land south of the railway line, known as 'Area 5'. This is possibly the best of the areas covered by the nature reserve in wildlife terms. The main outstanding issue is how to secure pedestrian access to this area.

7.17. Any proposals to develop Gildenburgh Water for recreational purposes will need to respect the nature reserve.

8. DEVELOPMENT STRATEGY

8.1. The main elements of the development strategy for Whittlesey are to provide a range and choice of housing sites in a variety of locations, throughout the town, but with the main allocations in the north and east of the town related to a developer funded new highway. The land to the north and east of the town is on higher ground and is generally of a lower agricultural quality than land to the south of the town. Also, the existing road network from the south of the town to the A605 is unsatisfactory with little scope for improvements.

8.2. New industrial development will be encouraged to the west of the town related to developer funded improvements to the A605.

8.3. It is also intended to make provision for new public open space and a primary school in the north of the town to overcome existing shortfalls and deficiencies and to cater for the proposed new housing development.

9. PROPOSALS

Housing

WH/H1 IT IS PROPOSED TO MAKE PROVISION FOR 1540 DWELLINGS IN WHITTLESEY. THESE SITES, WHICH COMPRISE EXISTING PERMISSIONS AND ALLOCATIONS, ARE SHOWN ON THE INSET PROPOSALS MAP. THE PRINCIPAL ALLOCATIONS ARE:

	HECTARES	(ACRES)
NORTH OF BASSENHALLY*	14.0	(34.6)
NORTH OF TEAL ROAD*	2.0	(4.9)
NEW ROAD	2.0	(4.9)
MANOR NURSERY, STATION ROAD	1.3	(3.2)
NORTH OF EASTREA ROAD*	13.0	(32.0)
EAST OF DRYBREAD ROAD*	3.0	(7.4)
HIGH CAUSEWAY/CEMETERY ROAD	0.4	(1.0)
TOTAL	35.7	(88.0)

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 650 dwellings (both large and small sites) and new allocations with an estimated capacity of 890 dwellings (35.7 hectares at 25 dwellings per hectare). In considering which additional sites should be allocated, priority has been given to sites within the urban area and open land mainly in the north and east of the town. Several of these sites have been identified for housing purposes in earlier plans (see 6.3 above) and these have been allocated where they do not seriously conflict with other objectives and policies of this Local Plan.

9.3. A part of one of the previous allocations (from earlier plans) namely land in the northern most part of Bassenhally Field which now lies north of the proposed new highway is not being carried forward into this Local Plan. This land also lies below the 5.0 metre contour line which is the National Rivers Authority's suggested limit for development in relation to the Nene Washes flood plain. However, other land has been brought forward east of Drybread Road in order to facilitate the implementation of the proposed new highway.

- 9.4. Three of the above allocations, either in whole or part, namely Manor Nursery, Station Road, High Causeway/Cemetery Road and North of Teal Road (Part) have the benefit of planning approval in principle, subject to Section 106 Agreements.
- 9.5. The proposed Town Development Area Boundary for Whittlesey is shown on the Inset Proposals Map and covered by Policy H4 in Part One of the Local Plan. Infilling will normally be allowed within the Development Area Boundary, subject to compliance with other policies of the Plan, and development will not normally be allowed outside the Development Area Boundary unless exceptional circumstances pertain.

Employment

WH/EMP1 IT IS PROPOSED TO ALLOCATE 29.8 HA (73.5 ACRES) OF LAND FOR BUSINESS, GENERAL INDUSTRY, STORAGE AND DISTRIBUTION PURPOSES. THESE SITES, WHICH COMPRISE EXISTING PERMISSIONS AND ALLOCATIONS, ARE SHOWN ON THE INSET PROPOSALS MAP. THE PRINCIPAL ALLOCATIONS ARE:

	HECTARES	(ACRES)
NORTH OF PETERBOROUGH ROAD (1)	10.0	(24.7)
NORTH OF PETERBOROUGH ROAD (2)	1.9	(4.7)

- 9.6. In order to overcome the shortage of serviced industrial land and to provide a choice of sites for employment purposes well related to the highway network, positive consideration will be given to the proposals by the London Brick Company to bring back into active industrial use, the above land that is presently under utilised. The area of the allocation may alter slightly depending on the final route of the A605 improvements. Once the latter is known, consideration will also be given to bringing back into industrial use the remaining part of the triangular area of land to the south of Peterborough Road which is on the route of the proposed new road. This will be the subject of a planning brief at the appropriate time.
- 9.7. The District Council will also seek to secure a major environmental enhancement of this largely derelict area being the main approach to Whittlesey.

Shopping

WH/S1 THE CENTRAL COMMERCIAL AREA IS DEFINED ON THE PROPOSALS INSET MAP FOR WHITTLESEY

- 9.8. Within the central commercial area, as defined on the Proposals Inset Map, shopping policies S1, S2, and S3 will apply.
- 9.9. It is proposed that a study of the central commercial area will be undertaken at a later date. The key issues which will need to be considered are retailing, car parking, environmental improvements and townscape conservation.

Recreation

WH/R1 IT IS PROPOSED TO MAKE PROVISION FOR 4.0 HA (10.0 ACRES) OF LAND FOR PUBLIC OPEN SPACE NORTH OF TEAL ROAD.

- 9.10. This area of land is required to both overcome the existing shortage of public open space on the north side of Whittlesey, and to meet the requirements of the substantial areas of new residential development that is proposed on the north side of Whittlesey.

- 9.11. Although a general reservation for open space in this location was first identified in the 1968 Whittlesey Town Map, the detailed boundary location of the open space will be determined in a planning brief for the area which will need to take into account the adjacent housing proposals, proposed new highway and the National Rivers Authority's concern about development below the 5.0 metre contour line. It is anticipated the scheme will be largely financed by private developers in accordance with the Council's policy for open space provision referred to in Part One of the Local Plan (paragraphs 5.42-5.44).
- 9.12. Any proposals for the development of Gildenburgh Water will need to be assessed against the criteria set out in Policy R1.

Transportation

Scheme Dependent on Private Developers

WH/TR1 IT IS PROPOSED THAT A NEW HIGHWAY BETWEEN EAST DELPH AND EASTREA ROAD, WHITTLESEY BE PROVIDED AS PART OF PROPOSALS FOR HOUSING DEVELOPMENT.

- 9.13. The District Council in consultation with the Highway Authority considers that further development on the north east side of Whittlesey should not be permitted unless a new road is constructed linking East Delph and Eastrea Road. The proposed allocation of land for housing in this location is dependent on this road being financed and constructed by private sector developers.

WH/TR2 THE DISTRICT COUNCIL SUPPORTS THE COUNTY COUNCIL'S PROPOSALS TO CONSTRUCT A NEW HIGHWAY FROM THE A605 AT WHITTLESEY TO THE A1139 FLETON PARKWAY, PETERBOROUGH. PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD PREJUDICE THE CONSTRUCTION OF THE NEW HIGHWAY.

- 9.14. The Highway Authority has approved the preferred route of the proposed highway improvements to the A605 between Whittlesey and the A1139 Fletton Parkway, Peterborough. The maximum extent of land required for the new road is shown on the Proposals Map, although more precise information is not usually known until detailed drawings are prepared closer to the date of construction. The programmed start of construction is 1994/95.

Education

WH/CF1 IT IS PROPOSED TO ALLOCATE 8 HA (20 ACRES) OF LAND FOR EDUCATIONAL PURPOSES FOR A TWO FORM ENTRY PRIMARY SCHOOL AND IN ORDER TO OVERCOME DEFICIENCY ON THE MAIN SIR HARRY SMITH/ALDERMAN JACOBS SITE ON LAND SOUTH OF DRYBREAD ROAD.

- 9.15. The Education Authority has identified the need to retain a site for a new primary school in the north of Whittlesey to overcome the overcrowding at the Alderman Jacobs School and to accommodate the children from the proposed new housing development in this part of Whittlesey. The new school will require a site of 2.2 hectares and will be located alongside the existing community playing field. It is also proposed to increase Alderman Jacobs School to 3FE and Park Lane School to 2FE.

Environment

WH/E1 IT IS PROPOSED TO EXTEND LATTERSEY NATURE RESERVE ON 3.5 HA (8.6 ACRES) OF LAND SOUTH OF THE RAILWAY LINE.

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- 9.16. It is proposed to extend the Lattersey Nature Reserve on land south of the railway line, known as 'Area 5' in co-operation with the land owner. This area is possibly the best of the areas covered by the nature reserve in wildlife terms.

APPENDIX 3**LAND WITH PLANNING PERMISSION (AS AT 1st JULY 1990): LARGE SITES**

LOCATION	DWELLINGS
East Delph	26
Davie Lane	13
Newlands Road	32
Stonald Road (rear of 171)	22
Northdene Nursery, Bassenhally Road	30
Caravan Site, West Delph	9
Teal Road	22
Windmill Street	15
Bassenhally Road/Cemetery Road	55
Stonald Road (80-92)	12
Cemetery Road	31
Gracious Street	23
Glenfield Nursery, Stonald Road	72
Stonald Road	68
Station Road (rear of 67-71)	12
Common Drove	88
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Total	530

