

Old Chesterton Residents' Association

Newsletter July 2013.

Local Plans

On Tuesday, July 16th, three major public consultations will be launched, namely:

1. Cambridge City Council – the final draft of the **Local Plan 2014 – 2031**
2. South Cambs District Council – final draft of their **Local Plan 2014 – 2031**
3. Cambridgeshire County Council – draft **Transport Strategy for Cambridge and South Cambs.**

This is the third and last consultation on the City's Local Plan before it is finalised and sent to the Inspector. So this is our last chance to comment on and influence the final version, a crucial document which will have a major impact on the development of the City over then next 18 years.

FeCRA (the Federation of Cambridge Residents' Associations), together with the City Planning Department, is organising a workshop on Saturday, July 13th at Newnham College, starting at 9.30 am - in the Lucia Windsor Room. At the workshop, Council Officers will make presentations on each of the consultations with good time for questions and debate, and a break for coffee and networking mid morning. The aim is to finish by 12.30pm and you are then invited to attend the FeCRA's AGM, which will start immediately and is not expected to last more than 10 minutes. (FeCRA are very keen to 'recruit' new Committee members so please stay if you would be willing to become one.)

Current version of the documents can be found online:

Cambridge City Plan – Cambridge City Council website > put Local Plan in Search box > Draft Local Plan 2014 > read the plan > Appendix A Draft submission

South Cambs Plan – the key part of this, the spatial strategy can be found via South Cambs website > put Local Plan in Search box > Local Plan News > Papers for Planning Policy... > Supplement Appendix C1 Draft Chapter 2

County Transport Strategy for Cambridge and South Cambs.

<http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=655>

Please book your place by contacting Roger Crabtree at fecra.mailings@gmail.com
He will issue more detailed joining instruction nearer the time.

Penny Ferry

We are still waiting for the outcome of the appeal on the proposed demolition and redevelopment of the Penny Ferry.

Report on the Annual Meeting

OCRA and CCA held joint annual meetings on the 17th May, at which Chris Poultney was the guest speaker. Mr Poultney is the County Council officer leading the team responsible for delivering the new station project, and he gave an interesting presentation about it. A note of that meeting (“a New Vision for Chesterton”) is appended to this newsletter.

Consultation on New Bridge over the River

You may be aware that there are plans for a new foot and cycle bridge over the river to be built adjacent to the railway bridge. The County Council has recently conducted a feasibility study but that has not yet been published.

Councillor Ian Manning is holding a consultation about the new bridge which will be held on **18 July from 7.30 pm - 8.30 pm at the Shirley School in Nuffield Road**. It will be run as a drop-in event, where Cllr Manning and county council officers will be on hand to discuss the issues and options. Views will be sought on

- the visual appearance of the bridge
- the location of the bridge
- the location of the ‘landing’ points (i.e., should the bridge serve The Hallingway, Fen Road, etc.)
- the design of the land points (i.e., steep or long slopes)

Residents will also be asked to look at the bridge in its wider context, such as considering onward journeys north via the new station and Chesterton and south of the river via Stourbridge Common and Newmarket Road.

Elizabeth Way Street Light changes

Councillor Manning has drawn attention to the latest round of the County Council’s street lighting replacement programme which has come to East Chesterton, affecting Elizabeth Way. The County have entered a contract with Balfour Beatty which involves them taking over responsibility for street lighting maintenance, but this allows Balfour to remove 10% of lights currently there. More detail can be found at <http://www.lightingcambridgeshire.com/>.

Cllr Manning wants comments (by no later than the 19th July) on the proposals for Elizabeth Way, which can be viewed here:

<http://bit.ly/16JMsed>

Exhibition at Shirley School

Allan Brigham has sent us the following:

Shirley Community Nursery and Primary school, in association with the University of Cambridge (Cambridge Community Heritage) and as part of a grant from the Heritage Lottery Fund, are holding a grand exhibition on Thursday 11th July.

Anyone and everyone are invited to come to the school and view several months' worth of hard work and imagination take shape at the end of their topic entitled All Our Journeys.

The pupils in Year 5, aided by staff from the Sedgwick Museum and the Museum of Archaeology and Anthropology, are transforming their classroom into their own museum of special objects, photos and stories about themselves and their families and their journeys through time, space and life.

In addition they are showcasing their own artwork in an exhibition telling the story of their combined cultural and personal heritage. Artwork includes not only drawings and paintings, but clay models, decorated masks, scrapbooks and photo albums, maps, family trees and much more.

Throughout the duration of the project the children have had the opportunity to delve into their family histories and discover some of the amazing stories which can be heard at the exhibition. They have visited the museums mentioned to learn about the importance of remembering the past and sharing it with others.

They have also worked with historians to learn about the history of their local area and are including their findings in the exhibition.

Year 5 have gained much in the way of knowledge and skill from their All Our Journeys topic and now want to share this with you.

Please come along to the school anytime between 3:15 and 5:00pm to enjoy this unique experience and meet the inventive young minds behind the hard work.

For more information, contact the school office on 01223 712252.

Allan has commented as follows:

"I recently worked with Year 5 at Shirley School on this genuinely exciting Lottery Funded project focusing on the different journeys that have drawn the children's families to Chesterton (some from the next street or neighbouring villages; some from eastern Europe; some travellers; some from the far east), and looking at journeys made to Chesterton by others in the past. My part was a tour of 'Stourbridge Fair' and a journey to the Leper Chapel.

Year 5 are showcasing their discoveries on 11th July: 3.30-5.00

It was an eye opener to be involved in the project and great to see the children discover more about their parents and grandparents, and about Cambridge”

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Appendix

Chesterton Community Association

(Registered Charity No. 1139163)

Old Chesterton Residents’ Association

Open Meeting

A New Vision for Chesterton

Held at St Andrew’s Hall Friday 17th May 2013.

Clive Brown, Chairman of Old Chesterton Residents’ Association (OCRA), welcomed members and friends to the meeting and explained that he would be chairing the first part up to and including the OCRA AGM when he would hand over to Valerie Cutting, chair of Chesterton Community Association (CCA) who would deal with their AGM and the subsequent Open Forum. He then handed over to County Councillor Ian Manning who would introduce Chris Poultney the team leader at Cambridgeshire County Council for the new Chesterton Station project.

County Councillor Ian Manning explained that the new station project had unique aspects in its financing and in its very aggressive timescale for completion by December 2015. It was a large change to a small area that was almost universally liked. Bob Menzies, Head of Major Infrastructure Delivery, was pleased to be bringing a popular project through.

Local concerns are also opportunities and Ian saw his role as to getting the best deal for residents who should be the people making decisions on genuine choices. It was important to link things up that are not obviously linked in local authority terms: the station; Fen Road issues; and Chisholm Trail were three things that would have a big impact on Chesterton and it was important to get them right for local people.

Local concerns had to be addressed: Commuter parking in residential streets may not prove to be a problem but we had to ensure that money put aside to deal with any problems would be enough if needed so a list of possible measures was being costed to see if the provisional sum of £30,000 was sufficient; and Bramblefields was proposed as part of a walking and cycle route to the station in addition to access via Nuffield Road and Moss Bank so there was a real choice of either a route with

improvements to Bramblefields or no route and City and County Council were working together to define options.

Other issues were increased noise, increased frequency of trains over the Fen Road crossing and it was important to make the County Council aware of all the concerns. Local resident Klaas Brumann had developed some ideas for improvements to Nuffield Road that were on display in the hall. Ian emphasised that his role was as a voice for residents and making sure that they had as much say as possible.

Chris Poultney explained that he was the leader of the County Council officer team delivering the new station project and he would be giving a PowerPoint presentation describing what it is, what it's about, what it looks like and how it is being delivered.

Slide 1 showed the transport network showing the new station 2 miles north of Cambridge Station. The big saving for rail passengers will be the time it takes to cross Cambridge now which is a considerable problem for the hi-tech firms based at the Science and Business Parks in the north of the City. A closer direct link to London, and possibly Stansted Airport, to the south and to Ely, Norwich and Birmingham would be of great benefit to them. The network includes the Busway which will have a spur to the station and cater for commuter traffic from north of the City.

Slide 2 was a plan of the planning study for the North East Corner of Cambridge followed rapidly by Slide 3 that showed an aerial view of the same area. Chris outlined the major features of the area which was subject to continuing study, consultation and discussion as part of the Local Plan process.

Slide 4 showed the constraints on designing the new station with the old railway line, Cowley Road, Chesterton Sidings and the continuing freight operations. The station would be on the main line with the station buildings to the west. The consultation proposal was to show how things fit together with the station providing for through trains and trains terminating.

The consultation response emphasised the need for a good public space for access and people walking with travel modes separated as far as possible in their approach to the pedestrian zone. There would be 1000 cycle spaces, 450 car spaces and separate stops for the guided bus and ordinary buses. The platforms would be designed to take the full-length trains planned for future services.

Access to the south of the City would be via a link to Moss Bank and a low impact path through Bramblefields as an alternative to access via Nuffield Road allotments and industrial estates. Chris then presented slides showing the design concepts for the new station itself and impressions to show the scale of the new buildings in terms of its surroundings from each access point. There would be a modest main station building with a footbridge linking it to the platforms being the highest feature as it has to clear working railway lines.

In the public consultation there were 1200 responses with 90% support for the project. Main issues for respondents were:

Parking – especially commuter parking in residential streets to avoid payment

Impact on local amenity, in particular Bramblefields

Noise from increased railway operations

Lighting

Access and cycle parking

It was important to note that the station would be an area that people would not just go to but go through. The team were looking at all the issues raised but some could

not be dealt with until actual design proposals were available. The cost would be met by the County Council borrowing with repayment being made via contributions from the railway operators based on new custom generated by the station. A planning application would be made soon and construction would start in mid 2014 with completion due by end 2015.

The station would be used by all existing through services with one new train an hour in the first instance (this might be the proposed Thameslink service from Cambridge). Questions elicited the following answers and points at issue:

Parking provision was equivalent to that provided at Cambridge Station

Air pollution was not seen to be a problem. Although there would be increased local traffic there should be a significant reduction in cross city traffic thus making for an overall reduction in traffic-generated air pollution in Cambridge.

Environmental impact: how was traffic was to be fitted into an already heavily used Milton Road? This would be considered as part of the future development of the wider area.

Heavy goods vehicles were already a problem in Fen Road; could the proposal for a relief road onto the A14 be included in the plans? There were limitations on funding and the expenditure had to be on items directly related to the station project. Fen Road improvement costs could not be justified as part of this scheme.

There was a particular issue of boundaries as the area was partly in the City and partly in South Cambridgeshire.

Klaas Brumann noted that the modal shift from car to train was estimated at 150, he thought it would be larger. Chris said it was expected to be but that was the estimate they were using at present.

Richard Robertson was concerned over the design of the station as all passengers would have to access the platforms via a footbridge as there was a working freight line in the way, couldn't it be moved? No, that is the situation we have.

Are there any plans for traffic calming? Ian Manning said that there was discussion over whether to do anything in advance or wait and see. There was a problem of simply displacing a problem by early measures. There were a number of ideas being put together so that we have an idea of what we might do if necessary and get an acceptable scheme that deals with an actual problem.

Noted that the design constraint of the continuing freight line was not unusual but why were there no escalators? The designers should also make sure that the lifts are big enough to take passengers with luggage and bicycles as this had proved a problem with the lift at Cambridge Station.

How often will buses go to the station? Operators will not commit at this stage but we expect the guided bus to be a 10 minute service and the Citi2 to be extended to serve the station, also a 10 minute frequency.

How many existing users of Cambridge Station will use the new one? There will be some shift of existing users but the funding is based on new traffic generation not displaced traffic. The new station stands on its own merits.

Conflict of modes was a nightmare at Cambridge Station will this be avoided? Chris said most cycle trips were expected to approach from the south of the station thus avoiding any conflict with vehicular traffic. Once at the station everyone in the middle will be walking.

Will there be a 20 mph limit and will it have traffic calming as this seems to be ineffective with vehicles with good suspension. Ian Manning agreed that traffic calming was not always effective and in any case did not deter the irresponsible driver. Current response to the consultation was 60% for and 40% against.

Lisa Buchholz asked how certain the funding was. It has been agreed in principle between the County Council and Department for Transport and they were now working on the details.

Clive Brown thanked both speakers for their helpful presentation and answers to questions.