

OLD CHESTERTON RESIDENTS' ASSOCIATION

Newsletter – October 2013..

Pike and Eel (Penny Ferry)

Most people will now have heard that the developers have won their appeal to the planning inspectorate, and are now able to demolish the pub building and replace it with houses. A press release on behalf of OCRA said the following:

“The Inspector's judgement goes against an unprecedented number of community organisations both locally and city wide, the hundreds of residents who supported the campaign and the considered view of city councillors who listened carefully to all arguments. We have fought for two years to save a wonderful piece of Cambridge's history which will now be lost to expensive private housing of poor and overbearing design which will add nothing to our heritage. Far too many pubs have been lost to developers keen to maximise their profits. Had some of the current local and national protections for pubs been in place two years ago when the application was first made, we might have been able to save this one for future generations to enjoy. It certainly defies common sense to say that this very special riverside pub could never be run profitably. Planning has to do better for Cambridge than this in the future.”

Elizabeth House

In December 2012, ZVI Construction obtained planning permission to convert Elizabeth House into a managed hall of residence for 261 students attending courses run by the Cambridge Education Group (CEG).

A revised plan is to include premises for teaching alongside the student accommodation and in March this year ZVI held a public meeting at St. Andrew's Hall to discuss this potential change. Following that meeting ZVI has held further discussions with the City Council's Planning Department regarding the incorporation of teaching accommodation and a planning application has recently been submitted.

ZVI is holding a drop-in session at St. Andrew's Hall on Thursday 10th October 2013 from 6.00pm until 8.30pm to provide an update on the project and discuss the proposals. Members of ZVI's team and CEG will be on hand to answer any questions you may have.

Local Plans

The consultation on the Cambridge City Local Plan closed on Monday. The draft will now go forward to an independent inspector, whose job it is to consider comments that have been made on the draft, and to test its soundness. The inspector will hold public hearings.

The County Council Transport Strategy for Cambridge and South Cambridgeshire also closed on Monday. An alarming feature of that paper is a proposed orbital bus route from the proposed new station in Chesterton which is shown on the map as crossing the river and Ditton Meadows. While Council officers have described the route shown on the map as “conceptual”, and that the planning work for an actual route is still to be

done, the prospect is, to say the least, alarming. Michael Bond has made the following comment to the Council on the plan:

The Cambridge Highways strategy shows a proposed busway extension routed across Ditton Meadows as part of an allegedly 'orbital' dimension to Cambridge's transport network. Blasting a limited use road across valued open space is not acceptable and a previously proposed road along this alignment has been rejected by the City.

There is no objection to the orbital concept which would provide a long-term solution for many travellers if properly implemented.

Old Chesterton Residents' Association (OCRA) has previously suggested that the junctions with the A14 at Histon, Milton and Horningsea Road should be closed to local traffic allowing it to be a more effective through route and that a local peripheral distributor road alongside the A14 should be created that would take local traffic around the north of the city between the Girton and Quy interchanges. Such a road could also provide an 'open' route for extra large loads that currently have to thread their way through Northampton Street. The eastern end of the local road would link with Airport Way to provide a genuine orbital route serving the eastern part of the city. The crossing of the railway line should be an all-purpose roadway to provide the much-needed access to Chesterton Fen that would allow closure of the Fen Road railway crossing and provide an adequate route for cyclists from the proposed new cycle bridge over the river at the railway bridge as an alternative to negotiating narrow residential streets in East Chesterton. We are not convinced that more dedicated busway is needed, the existing busway is not the quickest public transport service from Cambridge to St Ives at the moment. A well-designed orbital route with limited access points would relieve pressure on the city centre by providing a more effective alternative north south route to and from most parts of the north of the city

**To keep up to date with what we are doing, and for more detailed information,
please visit our website at www.ocra-cb4.org.uk**