

REPORT OF A PUBLIC MEETING ON THE CAMBRIDGE NORTHERN
BY-PASS, IN MILTON VILLAGE HALL, THURSDAY, JULY 15th, 1971

About 120 people attended to hear Mr. H. Lawrence, Group Engineer of the Eastern Road Construction Unit and his colleague, explain, and answer questions on, the proposed Northern By-Pass which is planned to skirt the southern edge of Milton Parish near the City boundary.

Mr. Lawrence explained that the proposed route had been published but (in contrast with normal practice) the side-roads order and details of any interchanges with existing roads, notably with the A.10 near Bene't Farm, would not be published until July, 1972. Compulsory purchase orders would also be published if the proposals are approved by the Secretary of State for the Environment.

The Unit claimed that traffic needs, noise nuisance, the environment and splitting of agricultural land, were all factors which had been taken into consideration in consultation with the County and City Councils (as they were Statutorily obliged to do). Public comments were now being received and a public inquiry could follow when the Inspector would base a decision on all the information received. The route as proposed had been 'protected since 1934' on the County Development Plan.

Mr. Lawrence drew a provisional sketch plan of the likely interchange with the A.10 near Bene't Farm. This involved demolition of Bene't Farmhouse for the approach road from the A.10 near Bene't Garage to a ground-level roundabout roughly east of the A.10 on the site of 3 bungalows which would be demolished, and Bene't Farm land. The By-Pass road would cross on an embankment about 22 1/2 feet high. Construction was anticipated to begin in 1974 to finish in 1976.

Questions.

Several questioners were concerned to know what the land surveys now being carried out north and west of the village signified. Mr. Lawrence said that, as far as he knew, this was for the County Council's Milton Western By-Pass proposals and was not his direct concern. He thought the design of the A.10 interchange near Bene't Farm would allow a possible Western By-Pass to connect with it. It would not be built before traffic through the village (on the A.10) reached 'an intolerable level', say, 5 or 7 years time. Strong criticism was voiced that this was already intolerable and also dangerous: children had to cross the A.10 for school 4 times a day; there appeared to be no co-ordination of local road proposal plans.

Questioners also pointed out that if a Milton By-Pass was to be built in 5 years time it may not be necessary to construct the large interchange near Bene't Farm, which would also be near a dangerous part of the A.10, near Bene't Garage and Bene't Glose housing estate.

In reply to other questioners the Unit said:

The noise level on an elevated road was less obtrusive near the elevation than it would be further away - i.e. in Milton Village, King's Hedges or Arbury.

(In reply to Mr. Kiddle) a line further south, nearer King's Hedges, or on the line of the St. Ives railway, would be too near Cambridge City developments such as Arbury.

(In reply to Mr. Nurse) compulsory purchase provided for compensation to owners at a valuation unaffected by publication of plans or proposals. Compensation laws do not include any redress for disturbance by noise or vibration which a Government Committee is currently considering.

The route would be landscaped, trees planted as screens etc. both for scenic improvement and as a noise screen.

The Chairman (Mr. D. Pearson, Chairman of the Parish Council) asked particularly that any comments or objections should be sent to the Clerk to the Parish Council as soon as possible for the Council's consideration and transmission to the Dept. of the Environment by the prescribed date of July, 30th., next.

Mr. P. Kiddle thanked the Unit for their attendance and attention they had given the parish and people of Milton.

The Chairman then closed the Meeting.

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