

NEW ROAD, Harston

This road was created in or about 1923.

On 19th May 1923 Lionel Edward January sold Plot 9 of a new "development" to Richard William Whisken. The development consisted of Plots 3 to 9 inclusive, running eastwards from High Street, Harston, and north of a "proposed new road 36 feet wide".

Plots 3 & 4 were adjacent and fronted on to the High Street; Plot 3 extended for 293 feet from the highway boundary of the High Street and was north of Plot 4 which extended for 300 feet from the boundary of the High Street. Plot 4 was bounded on the south by the "proposed new road".

Plots 5, 6, 7, 8 & 9 were of equal size and extended consecutively from the rears of Plots 3 & 4 in an eastern direction and to the north of the "proposed new road"; the rear (eastern) boundaries of Plots 3 & 4 formed the western boundary of Plot 5.

Each of Plots 5 to 9 inclusive also owned that portion of the "proposed new road" to its immediate south, and each of these five plots was required to "contribute and pay the proportion of one fifth of the cost of making and maintaining in repair the whole length of the proposed roadway of the width of 36 feet until such roadway be taken over by the Local Authority".

The plan with the 1923 conveyance does not show the spur road of New Road which runs north immediately east of 9 New Road, but the spur is shown on the plan to the 1947 Conveyance between Whisken & Chesterton R.D.C.

It is likely that Plot 3 became what was 142 High Street; Plot 4 is certainly part of 140 High Street which in 2014 is the Porsche car dealership.

Measurements taken along New Road in 2015 show the following:

The eastern end wall of the existing single storey Porsche workshop is approximately 300 feet from the High Street.

The eastern boundary of the Porsche car park behind this workshop is approximately a further 120 feet beyond that wall.

The New Road frontage of the flats (No 5 New Rd) is 100 feet.

The combined New Road frontage to the semi-detached houses 7 & 9 New Rd AND the width of the northern spur road is 100 feet. There is (in May 2015) a significant gap between the west wall of the No 7 building and the western edge of its plot; there is no such gap to the east of No 9. This suggests that the spur road was built mainly on part of No 9's plot.

The New Road frontage (side !) of 29 New Rd is 100 feet.

Considering the 1923 plan of the plots on the "proposed new road", it seems highly likely that:

Porsche (140 High St) has absorbed Plot 5.

The flats (5 New Rd) were built on Plot 6.

Nos 7 & 9 New Rd and the northern spur were built on Plot 7.

No 29 New Rd (and Nos 27 & 25 to the north?) was built on Plot 8.

No 102 (Edenfield) and No 100A Queen's Close were built on Plot 9 (see notes against the entry for No. 102 Queen's Close).

In 1947 Whisken sold that length of the "proposed new road" which fronted Plot 9 to Chesterton Rural District Council. During the early part of the existence of Queen's Close, New Road continued straight on into Queen's Close, but this layout was later redesigned so that New Road ended where the garages are now beside No 29 New Road.

The plan to the 1950 Hardy-Chesterton R.D.C. conveyance shows New Rd ending at the Plots 8/9 junction.

In 1972 Chesterton R.D.C. agreed to extinguish its rights of way through that part of New Road which fronted the then Plot 8, which at that time had only one house on the plot.

In May 2015, New Road goes only as far as the rear of Plot 8; it is not an "adopted" road.

(See also information relating to Queen's Close and No 102 Queen's Close.)